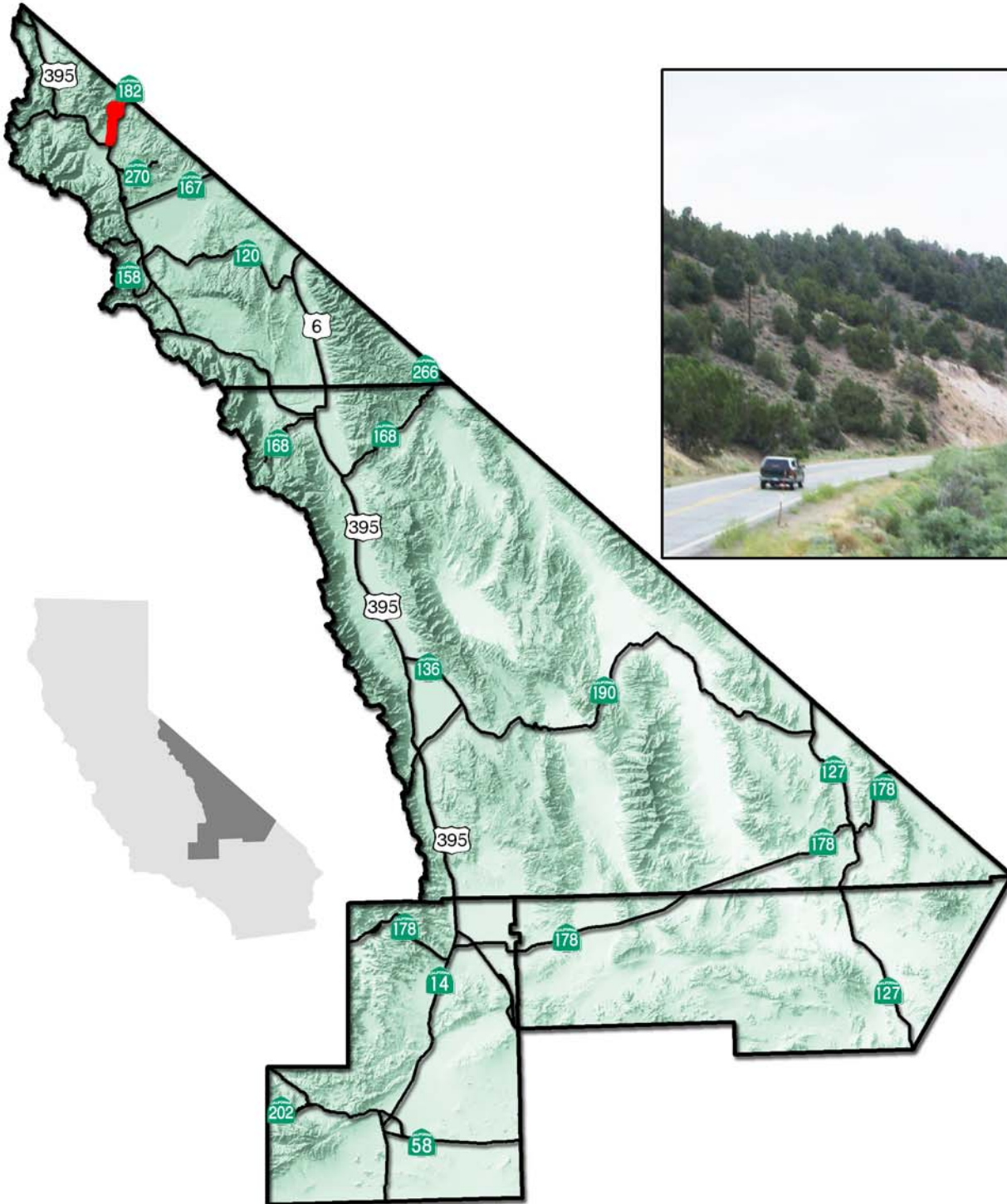




STATE ROUTE 182 TRANSPORTATION CONCEPT REPORT



OFFICE OF SYSTEM PLANNING
CALTRANS DISTRICT 9
NOVEMBER 2006



STATE ROUTE 182

TRANSPORTATION CONCEPT REPORT

PREPARED
BY
CALTRANS
DISTRICT 9
OFFICE OF SYSTEM PLANNING

MARCH 2007

Additional Information

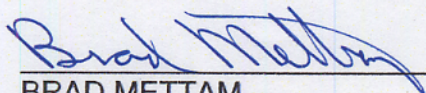
For additional information regarding the Transportation Concept Report for State Route 178, please contact:

California Department of Transportation
Office of System Planning
500 South Main Street
Bishop, California 93514
760-872-0691
or
<http://www.dot.ca.gov/dist9>

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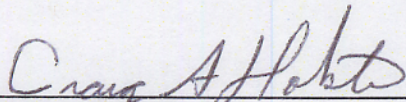
REPORT SIGNATURE SHEET

APPROVAL RECOMMENDED:



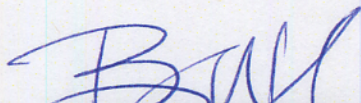
BRAD METTAM
Deputy District Director
Planning and Programming

11/20/06
DATE



CRAIG HOLSTE
Deputy District Director
Maintenance and Operations

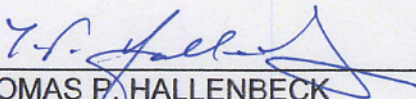
11/27/06
DATE



BRYAN WINZENREAD
Deputy District Director
Program/Project Management and
Local Assistance

12/04/06
DATE

APPROVED BY:



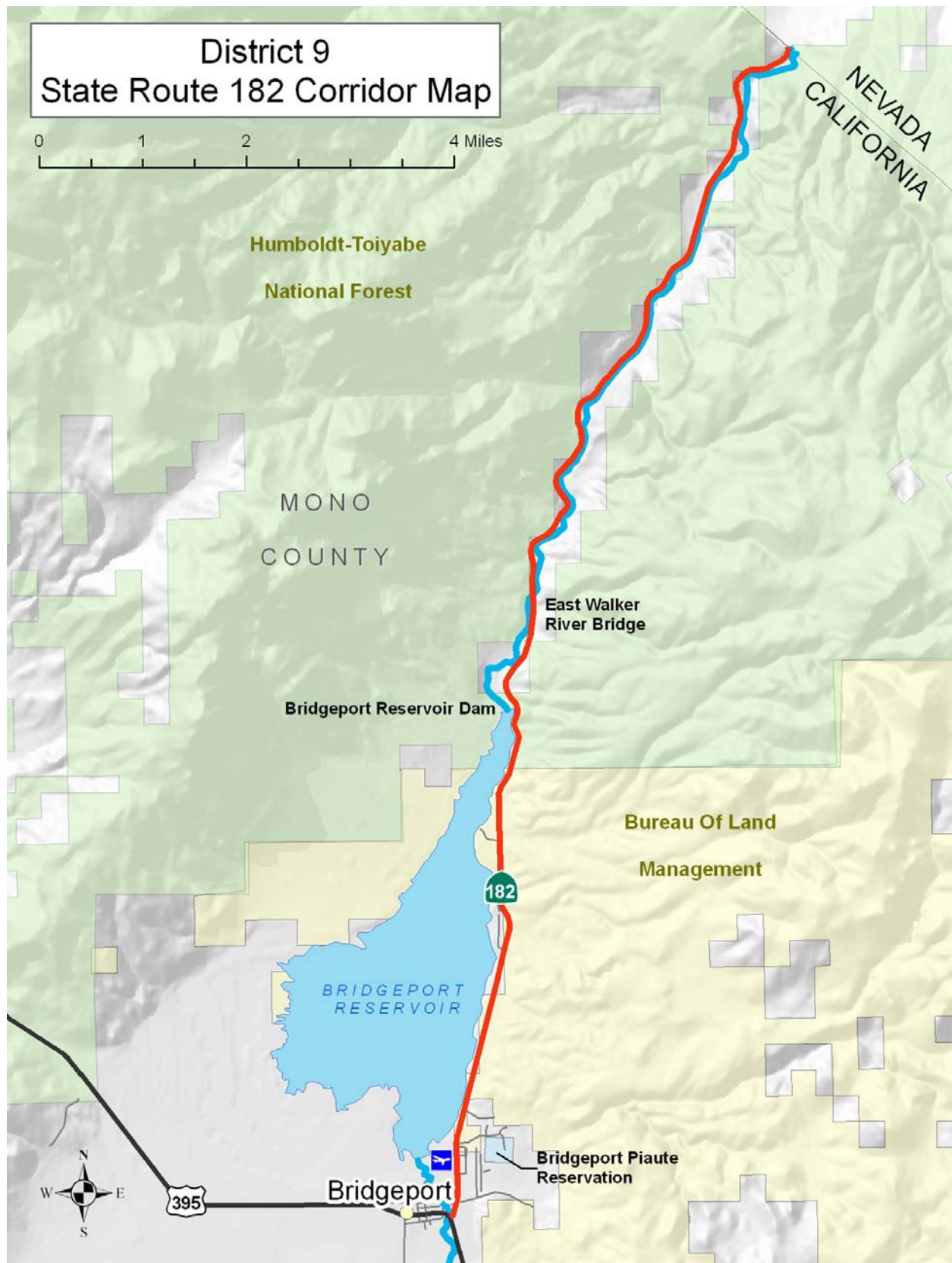
THOMAS P. HALLENBECK
District 9 Director

12/18/06
DATE

Approval for Transportation Concept Report State Route 182

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STATE ROUTE 182 TRANSPORTATION CONCEPT REPORT

INTRODUCTION

The Transportation Concept Report (TCR) is a long-range planning document that describes the current characteristics of the transportation corridor and establishes a 20-year planning concept. The TCR defines the California Department of Transportation's (Caltrans) goals for the development of the route, and broadly presents concepts for highway improvements that may be used to reach those goals. During development of a TCR, Caltrans' objective is to have local, regional, private sector, and State consensus on corridor concepts, planning strategies, and improvement priorities.

All information in this TCR is subject to revision as conditions change and new information is obtained. Consequently, the nature and the size of identified improvements may change as they move through the project development stages. Final determinations are made at the time of project planning, environmental analysis, and design.

Level of Service (LOS) is established through travel forecasting data analysis, using regional models where available. The calculations to determine LOS are based on the year 2000 Highway Capacity Manual (HCM). The 2000 HCM includes substantial changes to capacity calculations compared to past editions of the HCM. As a result, LOS calculations may differ from former reports or studies that are based on earlier editions.

ROUTE SYNOPSIS

State Route 182 begins at the junction of US 395, near Bridgeport in Mono County, and runs in a northeasterly direction for 12.7 miles to the Nevada State Line. This two-lane conventional highway traverses Sweetwater Canyon through rolling terrain and is adjacent to the East Walker River, in the Toiyabe National Forest. The elevation of SR 182 varies between 6000 and 6500 feet (see pg 9).

The first 4 miles of the highway provides access to Bryant Field Airport, local housing, the Bridgeport Reservoir, and recreational areas around the dam. The Bridgeport Reservoir is located adjacent to SR 182 on the East Walker River and has one privately owned marina/camp ground and a privately owned RV Park. There are unrestricted and undefined points of access to the state highway to/from the reservoir on the northwest side of the highway and from the East Walker River. The East Walker River Bridge (MNO PM 6.19) was reconstructed in 1997 with 8-foot shoulders and 12-foot lanes to meet current standards.



Light commercial and rural goods movement share SR 182 with recreational travelers and local traffic. According to the "US 395 Year 2000 Origination and Destination Study", 23% of travelers on SR 182 were traveling for recreational purposes. This Transportation Concept Report covers all of SR 182 as one segment.

ROUTE HISTORY

As a result of the Arthur Breed act in 1933, present day State Route 182 was called Legislative Route Number (LRN) 96, although it appears not to have been signed before 1964. At that time it was defined as the route from Bridgeport to the Nevada State line, via the Walker River. In 1963-64, the California Division of Highways implemented a major renumbering of its state highways. A large number of formerly unsigned routes received sign numbers corresponding to their new legislative numbers - thus the former LRN 96 was signed as State Route 182.



Figure 1: US 395 closed due to the Walker River Flood Damage of 1934

The name “East Walker River Road” had been previously used on some maps. Today the route in California is informally known as *Sweetwater Road* since it continues from Nevada Route 338, which is formally named “Sweetwater Road”.

SR 182 is identified as an alternate route when US 395 is closed in Walker Canyon, north of Bridgeport. Floods, fires, major snowstorms, and earthquakes have all put their imprints on California and the US 395 corridor. In 1934 & 1997 (see Figures 1 & 2), US 395 was closed due to major flood damage to the highway. In June 2002, SR 182 was used as an alternate route twice due to wildfires in Walker Canyon - the first closure for ten days and the second for three days.

The Bridgeport Reservoir is located adjacent to SR 182 and is owned and operated by the Walker River Irrigation District (WRID) in Nevada. Water storage in the Bridgeport Valley area has occurred since 1888. The reservoir was completed in late 1923 and is fed from Robinson, Buckeye, and Green creeks. The stored water has historically been used for agriculture in the bottomlands below the reservoir and is also diverted to farmers in Mason Valley, Nevada.



Figure 2: US 395 closed due to the Walker River Flood Damage of 1997

The nine roadside miles of the East Walker River on SR 182, is one of the best trophy brown trout streams in California. In 1994, the CA Department of Fish and Game (CDFG) purchased seven miles of riverfront property to preserve public access for fishing. The river supports seven species of native fishes and four introduced fishes, including the brown trout.

PURPOSE OF STATE ROUTE 182



SR 182 begins at the junction of US 395, Bridgeport, Mono County, and runs in a northerly direction for 12.7 miles to the Nevada State line. The route links Mason Valley and eastern Nevada to US 395, the primary corridor in District 9. It functions as an alternate route in the event of emergency closures in Walker Canyon, from the US 395 junction at SR 167 to 30 miles north of Bridgeport. On US 395, the SR 182 junction is at MNO PM 76.3. When US 395 is closed, SR 182 functions as an easterly loop around US 395, diverting traffic into Nevada where it is signed as Nevada Route 338. It comes back into US 395 north of the Nevada State line at Holbrook

Junction as Nevada Route 208. The route provides access to recreational opportunities for tourists visiting Bridgeport Valley and facilitates the movement of goods, people, and resources from California to Nevada. The functional classification, description, facility type, right of way width and rights, purpose, designation, and truck networks for the route are as follows:

Segment County Post -Mile	Functional Class	Description	Present Facility	ROW Width & Rights	Route Purpose	Facility Designation	National Truck Network	See Page #
1 Mono 0.00 - 12.651	Major Collector	Junction at US 395 Near Bridgeport to Nevada Stateline	2-C	50-400 ft easement, fee	Local, recreational, interregional & interstate truck access	N/A	Terminal Access Route STAA Truck Network	8

* FOR ACRONYMS USED IN THIS TABLE: See Page 6 and Page 11

THE WALKER RIVER BASIN & BRIDGEPORT RESERVOIR

Most stream flow in the Walker River Basin originates as snowmelt from the Sierra Nevada Mountains and flows north through Bridgeport to Yerington, Nevada, where it joins the West Walker River. The Sweetwater Mountain Range and the Pine Grove Hills separate the east and west forks of the Walker River system. The Walker River Irrigation District (WRID) uses water for irrigation. At the point of confluence the eastern fork is considerably depleted, having fed a number of major irrigation ditches serving portions of the Mason Valley in Nevada.

The East Walker River enters the Bridgeport Reservoir and flanks SR 182 for its entire length, flowing approximately 160 miles to its terminus at Walker Lake. The upper East Walker River, Robinson Creek, Swauger Creek and Buckeye Creek feed the man-made reservoir. Below the dam is the trout fishery of the East Walker River. The reservoir is formed by an earthfill, rock-faced dam with a storage capacity of 42,460 acre-feet. The crest of the spillway is at 6,460.75 ft elevation, however, there are four siphons that become operative prior to reaching this spillway. The elevation of the sill of the outlet gate is 6,412 ft and the drainage area is 358 square miles. The Lahontan Water Quality Control Board has established a Total Maximum Daily Load (the sum of the allowable loads of a single pollutant) for Bridgeport Reservoir and the East Walker River. Both are listed as a 303 (d) impaired water body.

COMMUNITY ISSUES & PUBLIC OUTREACH



Improvements to SR 182 will be planned using a collaborative interdisciplinary approach involving all stakeholders. This approach will attempt to integrate and balance multimodal, community character, aesthetic, historic, and environmental values with regard to transportation safety, maintenance, and performance goals.

The stakeholders in the Bridgeport Planning Area are interregional travelers, community members and agencies. The community areas are: the Bridgeport Townsite, private lands east of Bridgeport Reservoir, Evans Tract, Bridgeport Paiute Indian Colony of

California, and Twin Lakes. The agencies are Bureau of Land Management (BLM), US Forest Service (USFS), Department of Fish and Game (DFG), Lahontan Regional Water Quality Control Board (LRWQCB), Walker River Irrigation District (WRID), Army Corps of Engineers (ACE), Mono County, and the Nevada Department of Transportation (NDOT). Caltrans consults with these stakeholders regarding SR 182 proposed projects.

On March 25, 2004 Caltrans District 9 hosted a town hall meeting in Bridgeport to share and obtain information about transportation needs, issues, and concerns. A prioritization exercise was conducted for thirty-four participants to indicate what transportation issues were most important. Receiving the most responses were: 1) lack of a left-turn lane on US 395 south of town; 2) lack of guardrail at the East Walker River Bridge curve; and high speeds through town.

TRANSPORTATION PLANNING AND LAND USE ISSUES

The Bridgeport Indian Colony is a federally recognized American Indian Tribe. The Tribe's current land base is located in northeast Bridgeport, although the greater Bridgeport Valley area is their ancestral homeland. The Tribe's interests in infrastructure planning and development stem from its historical presence here, and possible impacts to its members and property. At the writing of this report, pending a BLM transfer project, a right-of-way segment (in the vicinity of the Bridgeport Indian Colony) that is currently held in easement would be purchased. If transferred in-trust to the Bureau of Indian Affairs, the Tribe has proposed development alternatives that include the following possible land uses: residential, mini-storage facility, RV park, community center, convenience store with a 1-2 pump gas station or a multi-pump gas station and mini-mart, cultural visitors center, conference center, and a telecommunications facility on the northern boundary of the existing Reservation. This may trigger a need for an access management plan (AMP) and safety improvements such as a turning refuge.

The Mono County General Plan identifies the following objectives to provide safety and operational improvements on SR 182: 1) shoulder widening, 2) a trail system (for use by bicyclists, pedestrians and equestrians), and 3) further operational analysis of the junction at US 395. Potential projects related to transportation improvements at the Bridgeport Reservoir Dam include: 1) enlarging an existing turnout and parking area with interpretive facilities, 2) enhancing swallow habitat, 3) providing a recreational path coordinated with BLM for access around the northern portion of the reservoir, 4) implementing bikeway improvements on the highway and 5) acquiring land along the East Walker River from the dam to the Nevada State line. New development should be required to provide road improvements along the project frontage and/or pay a transportation development fee.

ROUTE CONCEPT AND CONCEPT FACILITY



A Route Concept is comprised of a Concept Level of Service (LOS) and a description of the Concept Facility. The description of a facility reflects its number of travel lanes and degree of access onto the highway by local streets and driveways. The Concept Facility will establish the amount of vehicle-carrying capacity necessary to achieve the Concept LOS with forecasted traffic volumes. Concept LOS reflects the acceptable level or quality of operations that is appropriate for each route segment, and is considered to be reasonably attainable within the 20- year

planning period. Caltrans will emphasize continued rehabilitation and operational improvements on State Route (SR) 182 due to its value as an alternate route in the event of emergency closures on US 395. Re-numbering the highway to provide a seamless transition from California to Nevada would be consistent with the Caltrans goal of interregional connectivity.

STATE ROUTE 182 FACILITY SUMMARY CHART

County	Segment	Post Miles	Present Facility	Concept Facility	Ultimate Facility	Present LOS	10-Yr LOS	20-Yr LOS	Route Concept LOS	See Page #
MONO	1	00.00 to 12.65	2C	2C	2C	A	A	A	C	9

ACRONYMS USED IN CHART:

LOS **Level of Service (A – F)**

A general term that describes the operating conditions a typical driver will experience on a typical day while driving on a facility. LOS is determined by the vehicle delay and volume/capacity (v/c) ratio, which is expressed by a series of letter grades from A (low v/c ratio and delay, no impediments) through F (extremely high v/c ratio and delay, gridlock conditions).

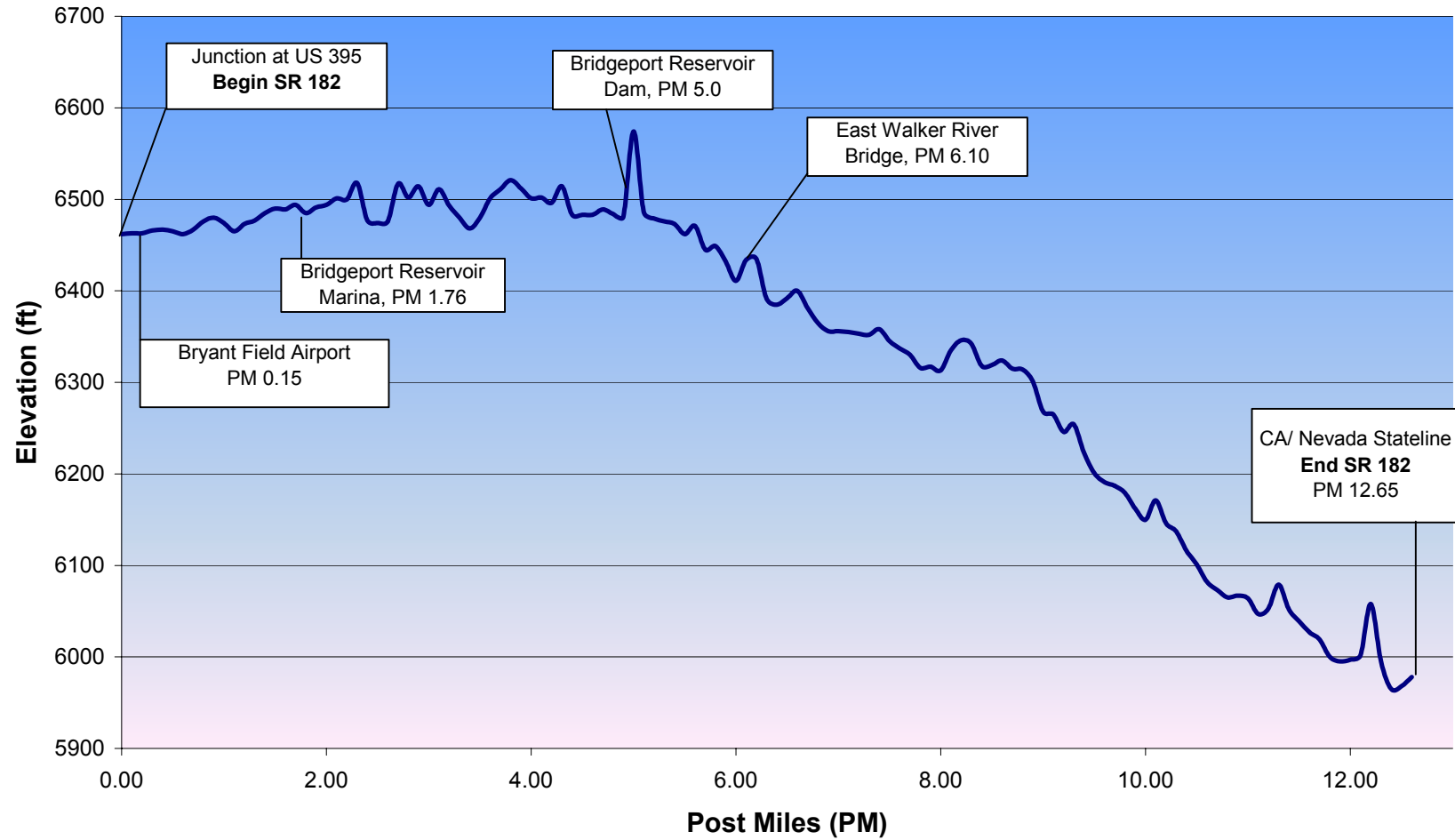
C **Conventional Highway**

A state highway, which has no access control and may or may not be divided. When justified, access control may be used at spot locations.

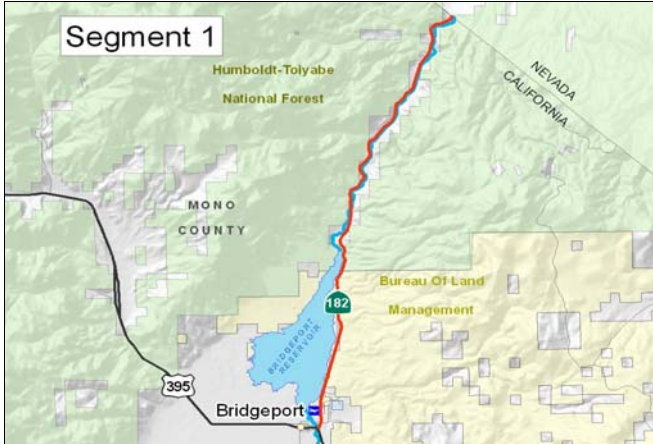
2C **2-Lane Conventional Highway**

SR 182 Elevation Profile

Mono County
PM 0.00 - 12.65



SR 182 SEGMENT FACT SHEET

<div><div>Segment1</div><div><div>Length mi:12.65</div><div>Back PM0.00</div><div>Ahead PM12.65</div></div></div> <div><div>Present Facility2-Lane Conventional</div><div>Present LOSA</div><div>Concept Facility2-Lane Conventional</div><div>Concept LOSA</div><div>Ultimate FacilityC</div></div>				<div>Segment Location</div> <div></div>																													
<div>Segment Description</div> <p>SR 182 is a major collector, 2-lane conventional highway. The majority of the road is smooth and well maintained with posted speed limits from 40 to 60 mph, traversing rolling foothills through Sweetwater Canyon. "Falling Rock" and "Rock Slide Areas" are signed at PM 4.74, 8.11, 9.65, 11.85, 12.37. "Snow Not Removed 4pm-4am next 8 miles" signs are posted at the boundaries of the route. SR 182 serves light commercial traffic, multi-modal commuters, and recreational travelers providing access to and from Nevada via US 395. The Maintenance Level of Service for this route is a Class-3 highway.</p>																																	
<div>Route Concept Improvement Recommendations</div> <p>Widen shoulders from the junction at US 395 to Sierra View Dr (PM 0.63) for pedestrian and bicycle safety. Delineate access to the State Highway from the area of the Bridgeport Reservoir (PM 4.17- 5.0) for the ingress and egress of recreational travelers. Consider installing Intelligent Transportation System (ITS) warning systems for fog, ice, and curve approaches. If warranted, consider installing additional signage and/or guardrail at Kelsey's Curve (PM 7.14 - 7.30). Consider installing CMS signage on US 395 in the northbound lane to inform travelers of road conditions and in the event of an emergency detour to SR 182. A passing lane on US 395 has been proposed before the junction at SR 182.</p>																																	
<div>Programmed Projects</div> <p>There are no programmed projects at this time on SR 182. District improvements to the highway will be allocated thru the Minor Project Program and SHOPP.</p>																																	
<div>Highway Network Affiliation</div> <div>Functional Classification:Major Collector</div> <table><tr><td>National Hwy System</td><td>No</td><td>Scenic Highway</td><td>Non Scenic</td></tr><tr><td>California Freeway - Expressway System</td><td>No</td><td>National Truck Network</td><td>NTN STAA Trucks</td></tr><tr><td>STRAHNET</td><td>No</td><td>Life Line</td><td>No</td></tr><tr><td>Regionally Significant</td><td>No</td><td>IRRS</td><td>Non IRRS</td></tr></table>				National Hwy System	No	Scenic Highway	Non Scenic	California Freeway - Expressway System	No	National Truck Network	NTN STAA Trucks	STRAHNET	No	Life Line	No	Regionally Significant	No	IRRS	Non IRRS	<div>Highway Information</div> <table><tr><td></td><td>Units</td><td>Feet</td></tr><tr><td>Average Median Width</td><td></td><td>0</td></tr><tr><td>Average Shoulder Width</td><td></td><td>2</td></tr><tr><td>Average Lane Width</td><td></td><td>12</td></tr></table>			Units	Feet	Average Median Width		0	Average Shoulder Width		2	Average Lane Width		12
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Average Lane Width		12																															

SR 182 SEGMENT FACT SHEET

Air Quality Comments

This route is located in the Great Basin Unified Air Pollution Control District. For the State of California and National Ambient Air Quality Standards (NAAQS), this area is at non-attainment for ozone (8 hour) and particulate matter (PM-10), a result of unpaved roadways and disturbed acreage. All other parameters are either within attainment or are unclassified.

Transit Service/ Modal Options

The Inyo-Mono Dial-a-Ride bus service is the public transportation provider in Mono County. No Park 'n Ride, rail, or fixed route bus service is available on the route. Bicycle travel is allowed on SR 182 though no Class I thru III bike lanes are developed. Bryant Field Airport serves the Bridgeport Valley with 94% transient general aviation and 6% local general aviation.

Land Use

Land use along the route is predominately agricultural, resource management, open space, and low density residential. On SR 182, the Bureau of Land Management and the US Forest Service dominate and manage public lands in Bridgeport valley. Some tribal land is held by the Bridgeport Indian Colony adjacent to the route. At the writing of this report, BLM land acquisition by the Tribe within the SR 182 corridor is pending.

Environmental Concerns

State Route 182 runs through both historic and prehistoric culturally sensitive areas. Work on the highway that disturbs any natural ground would require evaluation by a qualified Caltrans archaeologist. The following species of plants and animals are listed as either "Special concern," Threatened, or Endangered Species: Bald Eagle-Haliaeetus leucocephalus, American Peregrine Falcon-Falco peregrinus anatum, Western white-tailed jackrabbit-Lepus townsendii, Lahontan cutthroat trout-Oncorhynchus clarkii henshawi, American manna grass-Glyceria grandis, Bodie Hills cusickiella-Cusickiella quadricostata, Hall's meadow hawksbeard-Crepis runcinata spp. hallii, Intermontane lupin-Lupinus pusillus var. intermontanus, Lavin's milk-vetch-Astragalus oophorus var. lavinii, Prairie wedge grass-Sphenopholis obtusata, and Masonic Mountain jewel-flower-Streptanthus oliganthus.

Right of Way Comments

The highway right-of-way varies in widths from 50 ft to 400 ft, depending on how it was acquired. It is claimed and held by fee title and easements. Pending a BLM transfer project, a right-of-way segment (in the vicinity of the Bridgeport Indian Colony) that is currently held in easement would be purchased.

Traffic Analysis Comments

SR 182 is identified as an alternate route in the event of emergency closure in Walker Canyon, on US 395 from the junction at SR 167 to 30 miles north of the community of Bridgeport. The Mono County Regional Transportation Plan 2005 Update states that residents place shoulder widening as a priority on SR 182. Controlling access onto the state highway meets Caltrans goals of safety and mobility. The goal to enhance public safety and security is stated in the California Transportation Plan 2025 by incorporating roadside warning systems where road surface conditions are less than ideal. When the roadway is scheduled for rehabilitation, widen shoulders where possible, improve clear zones and install additional signage, guardrail, curbs, gutters, and sidewalks where possible.

Highway Operation Factors

Traffic Forecasts		Design Hour Volumes		Level of Service	
2005 AADT	1100	2005 DHV	180	2005	A
2015 AADT	1155	2015 DHV	270	2015	A
2025 AADT	1733	2025 DHV	405	2025	A

Calculation Factors

Fatality + Injury Actual Accident Rate	0.56	% Traffic Growth (0-10 yrs)	0.5	Percent Trucks	8%
Fatality + Injury Statewide Avg Rate	1.69	% Traffic Growth (10-20 yrs)	0.5		
Total Actual Accident Rate	1.13	Directional Split	50/50		
Total Statewide Avg Rate	2.04	Terrain	Rolling		

GLOSSARY

Concept Facility	Highway facility type and characteristics considered viable with or without improvement within the 20-year planning period given financial, environmental, planning, and engineering factors.
Concept LOS	Highest and best Level of Service that can be achieved in the 20-year planning period based on the concept facility.
Design Hour Volume	30 th Highest Hour Traffic Volume in a selected year for a given segment.
Directional Split	The percentage of traffic in the peak direction during the peak hour.
Functional Classification	Guided by Federal legislation, refers to a process by which streets and highways are grouped into classes or systems according to the character of the service that is provided (i.e. Principal Arterial, Minor Arterial Roads, Collector Roads, and Local Roads).
Interregional Road System	Statewide network of legislatively identified interregional routes, outside urbanized areas, that provides access to, and links between, the state's economic centers, major recreational areas, urban, and rural regions.
Level of Service (LOS)	A qualitative rating of the effectiveness of a transportation system in serving travel. Letters A (best) through F (worst).
National Highway System	Federal-designated system of major highways in each state, including all numbered interstate highways.
Present Facility	Highway type and general characteristics at the time of this study.
Present LOS	Existing Level of Service.
Programmed Projects	Capacity-enhancing, safety, and/or operational improvement projects programmed through STIP or SHOPP.
Realign/Realignment	A significant change in the location of the roadbed from its existing location.
Route Designations	Identifies whether or not the subject segment of a route is designated as being part of the National Highway System (NHS), Interregional Highway System (IRRS), California Freeway/Expressway (F & E), Scenic Highway, National Truck Network (NTN), Strategic Highway Network (STRAHNET), and Highways of Regional Significance.

ACRONYMS

AADT	Average Annual Daily Traffic
BLM	Bureau of Land Management
Caltrans	California Department of Transportation
HCM	Highway Capacity Manual
IRRS	Interregional Road System
KPRA	King-Pin-to-Rear Axle
LOS	Level of Service
NB	North Bound
NHS	National Highway System
NTN	National Truck Network
PM	Post Mile
RS 2477	“Revised Statue 2477” - Right of way easement for highways over public lands
RV	Recreational Vehicle
SHOPP	State Highway Operation and Protection Program
SR	State Route
STRAHNET	Strategic Highway Network
TWLT	Two-way Left-turn Lane
TCR	Transportation Concept Report
USFS	US Forest Service
UTC	Ultimate Transportation Corridor
V/C	Volume to Capacity Ratio

SR 182 RESOURCES AND INFORMATION

Caltrans District 9 Route Development Plan Route 182, 1985

California Department of Transportation Traffic Manual/MUTCD California, 2003 edition
Supplement: Traffic Signal Warrants: 9-01.2A, 9-01.3, 10-05.2

California Department of Transportation Highway Design Manual, 5th Edition

District 9 Post Mile Log, 2004

Environmental Assessment for a 31.86-Acre Fee-to-Trust Transfer and Associated Development Project for the Bridgeport Indian Colony,
Tierra Environmental Services, San Diego, CA 92131; December 2003

Highway Capacity Manual/Highway Capacity Software - 2000

Mono County Regional Transportation Plan, Draft Update 2005

Mono County General Plan – Land Use Element, 2001

Transportation Systems Network Reports: 1995 – 2005

Caltrans Traffic Accident Surveillance and Analysis System (TSAS), TSAS Accident Data, Inventory of State Highways, Table B Accident Data, Traffic Volumes, 2002-03 Count Year/200th Highest Hour

Traffic Volumes on the California State Highway System, 2004

State of California Business, Transportation and Housing Agency, Department of Transportation, Division of Traffic Operations, Sacramento, CA 94274

ENVIRONMENTAL SOURCES OF INFORMATION:

Air Quality District

Great Basin Unified Air Pollution Control District
157 Short Street
Bishop, CA 93514-3537
(760) 872-8211

Water Quality Control Board

Lahontan Regional Water Quality Control Board
2501 Lake Tahoe Blvd.
So. Lake Tahoe, CA 96150
(530) 542-5400
Fax (530) 544-2271

California Natural Diversity Database (CNDDDB), 2005

On SR 182, an initial assessment of known biological resources in a 2000-foot wide corridor is listed under Environmental Concerns. This information does not represent all possible environmental constraints that may exist, such as cultural resources (historic and pre-historic), floodplain encroachment, hazardous materials, noise, and visual impacts. Any project that is being considered for programming would require environmental clearance in compliance with all Federal, State, and Local environmental laws and regulations.